Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 985 **Const Calendar Day:** 558 **Date:** 14-Dec-2013 **Saturday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is not at work today.

Ironworker Barry Rothman and Rob Martell are working an 8-hour shift (0700 to 1530) today on CCO 314. However, Ironworker Martell leaves work at 1200 – he had previously scheduled to leave work early today. Laborer Carlos (Pedro) Garcia is working more than an 8-hour shift today, but he is only present at the CCO 314 work during the first 8 hours of his work shift when the ironworkers are present at this work location. Also, he does not work continuously for all 8 hours on CCO 314, and he spends a portion of his day working on non-CCO 314 work elsewhere at the Pier 7 warehouse area not covered by this diary. Today is Saturday, so the ironworkers and laborer earn 1.5x OT for the work today.

After yesterday's issue with getting nuts on the jacking rods at TR's 8 and 11, followed by cutting the end of the jacking rod at TR 8, this morning the very end of the jacking rod at TR 11 is cut. Yesterday a cut point was marked 2" from the end and today a portable band saw is used to make this cut. The nut is then threaded without issue to the test rig end plate (with washer installed ahead of the nut).

With TR 11 being the priority for the setup steps, other work at TR happens as follows. Raise the rod and coupler to equalize the gap between the jacking rod and the grommet. Note that the grommet is a loose fit on the jacking rod because the grommet was detailed for a 4" nominal shank but the jacking rod shank (as approved in shop drawings) is machined to the pitch diameter for 4" UNC threads – pitch diameter shank. After equalizing the gap between the rod and the grommet, 4mm Adeka KM String is used to fill the gap. Our request to ABF is to install 3 complete wraps of the Adeka KM String in this grommet to rod mating surface – 3 spirals along the length of the rod in the area of the grommet. Note that the pre-wet 4mm Adeka KM String is a tight fit in the annulus between the rod and the grommet, so the installation requires some compression of the grommet, and the expansion when wet of the Adeka KM String will make it an even tighter fit in the future. The Adeka KM String is pushed into the annulus between the rod and the grommet as it is fed around the circumference of the rod. In addition to work with the Adeka KM String at the grommet, the jacking beam is set on the stainless steel slider plate to the north of the test rig – this is just getting the jacking beam to the area and checking the fit with the jacking rod going through the jacking beam to check the elevation of the stainless steel slide plate. Note that the work on the jacking beam is not completed today.

Also today, the laborer works on the timber support of the jacks at TR 5. Earlier in the week, the jacks were set on the timber (note that because using 300 ton jacks instead of the originally planned 200 ton jacks, the lugs on the end plate and jacking beam needed to be removed first). Today, the timber shims

are connected together for stability. Also, timber reinforcing braces, both longitudinal and transverse are added for additional stability. This work on the shim stack for the TR 5 jacks is completed today.

There is a hydraulic pump (Powerteam) on idle/standby today. A generator – MQ Power 40 – ABF ID 002051 is on idle/standby today. A generator – Whisperwatt 7000 – ABF ID 002343 is in use for part of the day. A compressor – IR P185R – ABF ID 002075 is on idle/standby today. Various forklifts are used in different parts of the day – an extendable forklift and the Hyster 120 forklift are used at different times. A Kubota cart is used today. A portable band saw is used briefly today.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:
10' bought k-rail = 20 pieces (minus 1 missing)
10' ABF k-rail = 8 pieces
20' rented k-rail = 22 pieces (minus 1 missing)
20' ABF k-rail = 27

See Victor Altamirano diary for labor/equipment and other details of today's work.

INSPECTOR OT REMARK:

Field and Office 8 hours: I am in the field intermittently for CCO 314 test rig work. I am also working in the office on CCO 314 issues, including reviewing extra work bills for next week's estimate. ABF's shift is 0700 to 1530. My shift and my OT hours are 0800 to 1630.